# The Messenger.

TERMS OF SUBSCRIPTION. POSTAGE PREPAID.

THE DAILY MESSENGER, by mail, one year, \$7.00; six months, \$3.50; three months, \$1.75; one month 60 cents. THE WEEKLY MESSENGER (8

pages) by mail one year, \$1.00; six months, 50 cents.

TUESDAY, MARCH 16, 1897.

#### Mckinley's Financial START, person gasps for breath."

The republican party in their platform upon which McKinley was elected favored bimetallism and sought its restoration by international agreement. The democrats took the ground that bimetallism was absolutely essential to the prosperity of our country, and that it should be restored by the United States without awaiting foreign cooperation or the consent of Great Britain, the great, domineering gold power. There has been some movement on the part of the republicans looking to an international conference, but it is not believed by their organs or by the mugwump papers that any such conference is probable. President Mc-Kinley in his wishy-washy ina" " 11 cided ground for any thing except for protection and gold, shows at least that his sympathies are really not with the masses. We believe that he is something weak in his spinal column, that he is a partisan looking to party success, and that he is practically controlled and owned by the money power. A man who can avow in his initial utterance-at the very start of official life as president-that he insists upon all indebtedness being paid in gold, shows where he stand on the currency and what he will do to oblige Hanna and

first fail to catch-on to his precise from a national bank unless they have larger sum than is given. Education is meaning and manifested purpose. His | bonds and securities as collateral, and | primal under our system of governutterances, however, are in the line of | if they are so fortunate as to have | ment. Educate voters and make an edthe organs of his party and in keeping | bonds and securities, they are not like- | ucational test of qualification. with what his chosen secretary of the ly to figure as borrowers. treasury, a pronounced goldbug banker, is understood to favor. We fall back on that ablest exponent of bimetallism among newspapers, the republican Philadelphia American. Its editor, Mr. Barker, says:

"And now comes Mr. McKinley, telling us we must pay all our obligations, express or implied, that is, bonded debt, greenbacks, treasury notes, silver cirtificates, all our currency, in the dearest money known to the world-gold.

"So we see how Mr. McKinley is in full march along the course of contraction that the money cliques, bent on making the dollar dearer, and thus robbing debtors for their enrichment, have aimed at ever since the war. And it is pusuit of this policy that has cast an ever-thickening gloom over our people, a gloom lightening when the moned interests have been forced to relax their efforts towards contraction, as at the time of the passage of the Bland act, and thickening again on the resumption of contraction's sway."

The scheme being worked is precisely the scheme favored by Cleveland and his supple Man Friday, and by bankers and capitallists generally in the great north. It is to contract the currency. It is to give the whole financial power into the hands of banks. It is to centralize capital, to enhance the power of gold, to increase the burdens and responsibilities of the great debtor class.

It is the fashion in the gold organs, republican and others, to denounce the congress that has closed its work. It was not impeccable, it was not economical, it was not without just grounds of complaint and criticism but it had virtues and it was in some particulars faithful to its trust and true to the people. The American we again quote from, for no newspaper is better informed or more reliable as to state ment. It says:

"Against all schemes of currency contraction, all schemes for the aggrandizement of centralized capital through a systematized confiscation of the fruits of others' toil, it has stood as a bulwark. Contraction and the enhancement of our dollar has indeed gone on, but the Fifty-fourth congress did nothing to hasten it, it refused to yield to demands for the funding of our greenbacks and treasury notes, it refused to authorize bond issues with view to effecting a contraction of our currency by withdrawing money from circulation and piling it up in the treasury. The bond issue of \$100,000,000 made last January, was made not with the sanction but in spite of congress. This bond issue, of course, resulted in contraction, an enhancement of the dollar, falling prices and consequent confiscation of the property of debtors. So, also, during the term of the Fifty-fourth congress, has centralized capital gone on in its systematized course of wrecking railroads and properties at wreckage prices, reorganizing and recapitalizing them and selling new issues of watered stocks and bonds at a great profit to the wreckcongress facilitated this work.'

This congress opposed it, fought all these schemes of iniquity and plunder and wreckage. It fought great railroad corporations and was true to the

people. The president and his Secretary Gage, the millionaire banker, favor blotting out the greenbacks. Secretary Sherman is understood to oppose it. A great deal can be said in favor of preventing the destruction, the retiring of the greenbacks. They have proved in war and in peace an excellent help to the people.

### CAUSE AND REMEDY.

If you suppose that there is a plethora of currency, or as much as the treasury departmennt reports, you are facts showing that among the farm- North Carolina so much reading for \$1. to pursue." Perhaps Hanna has not arrested at Cardenas on May 15, 1896 ers in many sections there is great Then it comes to the subscribers twice issued his orders yet,

some states there is a positive money thy of public attention. famine. We gave what Mr. Dodge, a gold witness, in New York city, said after visiting the west. We gave what a well known commercial traveler said as given in the Richmond (Va.) Dispatch. These statements have awakened public attention afresh. The Boston Transcript, among other northern newspapers, that have had something to say of the reports, accepts these statements, and others made by the rural press, as not excessive, but true. It gives this from a West Virginia paper: "Farming communities are literally gasping for money, as a dying

There is not a southern or western state today that is not suffering from monetary constriction. There are certamly sections in North Carolina where the monetary stringency amounts to strangulation. The Transcript has grace enough to see the truth and to write this:

"No argument is necessary, with such object lessons in view, to show that the machinery of our currency distributton is all out of gear. The money of the country goes around and around in pent-up channels, mere local eddies and inner circles, embracing a comparatively small fraction of the whole territory of the country, instead of broadening out and blessing those who are thirsting for the relief it would bring. It is one of the most vital questions to be considered in connection with pending currency reforms."

Now what effect will this and any amount of cumulative facts similar to it, have upon the congress and the administration and the influential organs of the huge money power? The statements are facts, the condition described is real, the famine most genuine. What will come of it? All the banks to be started up would fail to relieve the pressure under present conditions. We agree with The Atlanta Constitution in the statement "that the estab-

In spite of all the inventions of the which the producers can secure money, and that is to exchange the products of their labor for it."

The true cause of the famine is not hidden, it not far off, is not hard to discover. It has been seen through the years, was foretold long ago, has been discussed again and again. It is right before one's eyes, around him everywhere. What is it? The Constitution gives it exactly in this:

"That cause is in plain view. It lies in the fact that the incomes of the farmers have been cut off during the past four years from one-half to twothirds. They, therefore, have no money to contribute to trade and business. They hardly have moncy to pay their debts and taxes. Money is, in itself, worth more than any article it will exchange for. That which was intended to be only an expression of value has become value itself."

There lies the trouble, wide open, easy of discernment. Who will apply the remedy? Whence cometh the so must needed help?

#### WAS GOOD ROADS BUILDING NEGLECTED.

We were in hopes that the legislature would set in motion a law, the aim and end of which would be to build good roads all over the state. We do not really know if anything was done, and if so, what was done. A wise law, not oppressive, but active and mandatory, would do much in two years for this state that stands so much in need of better country roads. Professor J. A. Holmes shows in his report that more has been done than is generally supposed. The sum hitherto raised for constructing better roads amounts to \$109,000. Mecklenburg leads with \$36,000. Buncombe is second with \$12,000, and Forsyth third with \$9,300. Thirty counties have adopted a road tax. This is hopeful and helpful. If the legislature had given less time to railroad wrecking and more to road building, education, sanitation and some other subjects, a greater blessing would have befallen North Carolina. It has been ascertained by actual experiment in this state that to put the convicts on road building costs less than to feed them in prison. In Wake, for instance, it costs 201/2 cents; in Mecklenburg, Forsyth, Durham and Alamance it costs 20 cents per day per convict to work them on the public roads. This cost includes board, clothes, medical attenindustrial interprises, buying in such I tion and salaries of the guards. Whereas, in these same countles, when these prisoners are kept in jail, it costs on an average of 28 cents per day per prisoners, but by no act has the Fifty-fourth | er to support them. The report shows. furthermore, that the convicts enjoy better health when working on the public roads than when in jail.

The experiments in several northern states show the great benefits that have came from a system of road construction wisely applied. The great work has comparatively but just begun. North Carolina should not lag, as in education, behind progressive states and bring up the rear.

#### HOME FOLKS.

Have you seen The Semi-Weekly Messenger? It is an expression of enterprise. It is an eight-page issue twice a week for the very low price of \$1. When we edited The Raleigh Sentinel, with Mr. Turner, the semi-weekly was \$5 a year and but half the size of out of it and are extremely credulous. The Messenger's issue. That was from We have already brought out some 1868 to 1873. No paper ever gave in

scarcity of circulation, and that in every week. It is certainly well wor-

The editor of The Oxford Orphans' Friend, Mr. W. H. Gregory, an editor of experience, who has much improved the organ of that most important benevolent enterprise of the Masons and the people, the orphan asylum, has twice put us under obligations by referring very kindly and appreciatively to The Messenger and this writer. Many thanks.

We are gratified to print the following pleasant reference to The Messenger from our esteemed and excellent contemporary at Mount Airy, The

"We are glad The Wilmington Messenger escaped in the great fire a few days ago. The News depends largely on that great state daily for its news, and the loss of an exchange like that would be a personal loss to us. We admire The Messenger for its honesty and trustworthy manner in dealing with all matters, and we wish it great prosperity."

So it is Judge Sutton. If he will make as true, as faithful, as determined, as fair, as just, as able a judge as his venerable and most worthy predecessor, Judge O. P. Meares, of this city, he will prove a terror to evil doers and a blessing to the state and this executed the law. He oppressed none, but vindicated and upheld the criminal law. Retiring at his 69th year, he deserves to be held in public esteem because of his fidelity, zeal, fairness and manhood in holding the scales of jus-

The legislature was more generous in appropriations than its predecessors, when under democratic control. all particulars is only to be determined i by a critical examination or by actual test. It appropriated not less than \$950,lishment of a national bank at every 000-how much in excess of others we cross roads in the country would not do not know. We will never censure a enable the farmers to get a dollar of legislative body for making generous money in addition to that which they appropriations for educational pur-Reading his address you might at are now getting. They cannot borrow poses. We would vote for a much

> Mr. E. T. Clark, brother of Justice ingenious, in spite of the progress soci- Clark, has stirred up a hornets' nest in ety has made, in spite of the march of | Halifax county by his ill-advised meascivilization, there is only one way by ure he had passed in the legislature. We find the following in The Weldon News. It was sent from Raleigh:

"Mention was made the other day that the relatives of Senator E. T. Clark were extremely angry with him sas, where it was grown cheaper than for his work in passing the outrageous bill to turn stock loose in Halifax | On the other hand, the average profit county three months in the year. His mother had given him warning of the certain results of his action. She has now disinherited him. She owns much real estate in Halifax.

"Looked at as a political business, this Halifax matter is great for the democrats. It will make thousands of votes in the state. Clark says that the bill is the result of a fight in Halifax between the rich and the poor. By his own confession, it is thus class legislation-aimed at the land owners-and affects every land owner in the county."

He is clearly a very unwise legislator. His worthy and wealthy father, in 1860, had an estate of perhaps \$300,000, owned over 300 negroes, and his plantation

#### THINGS OMITTED.

The legislature did some things to be commended. Its best action was in behalf of state education. Did it do anything in behalf of good roads? Its omissions were unfortunate in many particulars. It certainly left some things undone that deserved that fate. Among bills that failed to pass, dying on the calendar, were these, and they would have been useful, would have

To prevent habitual drunkenness. To combines. To establish a state reform school. To print and distribute sketches of North Carolina regiments in the war. To protect wives against cruelty of husbands. To establish the rule of master and servants between municipal corporations and their employes. To forbid minors from entering and loafing in barrooms. To create a state board of equalization. To incorporate the state veterinary association. Some of these are really of importance. The most important, because they could have been made effective, possibly are the bills as to trusts (infamous and curses); as to abusive and cruel treatment of wives; keeping chaps out of dringing dens; to create a veterinary association. The latter is really of much importance. North Carolina is way behind just here. The north is awake. Then there is failure to protect sheep husbandry. The average North I'm afraid that I shall either have to Carolina legislator does not believe in come a wall flower." hydrophobia among dogs, but believes all the owners will bite if you dare to tax the "dargs" that roam and devour. They are cowards, afraid of the voters who feed two or three or more dogs when they can hardly live themselves. The failure of compulsory educational bill was fortunate. It would beopposed to the underlying principles of free citizenship to do this. We doubt if a man should be voted for who favors it. He would be applying and extending the principle in other and perhaps more offensive directions. Men who insist upon compulsion in sending children to school are probably ignorant of true democratic principles or are descendants of the Puritans. It would open their eyes to read the laws enacted in Boston, Dedham and other towns in Massachusetts in the way back, and to

Ah! Ha! Senators Chandler and Wolcott called on McKimley to talk bimetallism but the new president 'had not yet made up his mind as to what plan

study the Blue Laws of Connecticut.

Possibilities in Cotton.

The February number of the "Southern States" magazine, published at Baltimore, contains two conspicuously able and noteworthy articles from the authoritative pen of Dr. Charles W Dabney, Jr., assistant secretary of agriculture. They deal with practical questions, and utilization of cottonseed and the prospects and possibilities of the crop for the next twenty-five years.

The extent to which the seed might be used is manifest in the statement, based upon scientific calculations, that properly handled, the seed of the crop of 1896 ought to yield in round numbers \$100,000,000, instead of \$53,000,000, which may be expected. At present the seed are used as feed, fertilizer, and fuel, in addition to oil producers, and a secondary product of feed and fuel is a fertil izer. There may not be at present a sufficient number of mills and of cattle to turn all the seed into cash, but there should be an impetus to great efforts in that direction in a consideration of the pontential value of the cottonseed crop. This is reckoned at \$94,239,392 after deducting 10 per cent. for the loss and seeding. The total is derived from \$41,750,000 in oil, \$3,100,000 in linters, \$36,056,765 in hulls and meal made into live weight of cattle, and \$13,332,627 in manurial value of hulls.

An increase of \$40,000,000 and more in the total value of the cotton crop without increasing the size of that crop is possibility worth considering by the

Its importance during the next twenty-five years will become greater and greater as the demand for cotton natparticular community. Judge Meares urally expands. This will amount to 20,000,000 bales by 1920, Dr. Dabney reckons. And he shows that the south ought to be able top roduce it if the force of laborers is developed proportionately. Of the 550,000 square miles in the cotton regions, but 50 per cent. is in farms, but 20 per cent. is improved and only 5 per cent. in cotton. There is room, therefore, for expansion to meet the demand without trenching upon the land that ought to make each planter practically independent of his cotton for a living, and without reference to the economy aris-Whether the increase is wisely done in ing from a steady advance in the improvements in methods of cultivation. In the last 100 years the total production of cotton was worth \$15,000,000,000, exceeded only by that of corn. Its value in the next century will reach figures that hardly may be realized.

These two articles are comprehensive in treatment, and ofrm a storehouse of information of practical value to the southern agriculturist and the student of southern conditions. The facts are startling, the suggestions novel, and their publication will attract

wide attention. Supplementary to Dr. Dabney's ar-

ticles, and appealing with the logic of accuratefi gures to the western farmers Ar. Athens ..... casting about for a competency, is the article on "Cotton-Growing vs. Wheat-Growing." It is are compared the costs of raising an acre of wheat and one of cotton, and the results of the sales of the products in 1894. The conclusions derived from official reports of the department of agriculture are most suggestive. The average loss per acre on wheat was \$5.53, and in Kanany other place in the country, \$2.88. per acre in cotton in the worst years we have had was \$2.48, and in 1895 it was \$5.23. This particular advantage, when considered in connection with the cheaper land, the cheaper labor and the more genial climate, ought to leave no doubt in the westerner's mind about the place where his profit lieth.

To Reorganize Senate Committees. Washington, March 11.-The republican senatorial steering committee met this afternoon for the purpose of coming to some conclusion, if possible, on the questions pertaining to the organ-

ization of the committees. More than two hours were consumed in the discussion, but no plan was agreed upon. on the Roanoke extended for ten miles. In addition to the seven members of the committee-Senators Allison, Hale, Aldrich, Cullom, Davis, Carter and Sewall-there were present by invitation Senators Mason, of Illinois; Fairbanks, of Indiana; Foraker, of Ohio, and Wellington, of Maryland. The informal talk disclosed the fact that the situation had been cautiously

discussed with leading democrats by individual members of the committee, from which the positive conviction was reached that there would be formed no effectual combination that could take the organization of the committees from the republicans. It is the impression that immediately after the extra session convenes the committee vacancies will be filled in accordance with the existing order of things and prohibit the existence of trusts and that this will be accomplished without material opposition.

Girls With Bicycle Legs.

We have heard of the bicycle face and the bicycle back, and now we are threatened with the bicycle leg, says The Philadelphia Record. This latter affliction, according to a young society woman who is addicted to the wheeling habit, attacks female riders exclusively, probably because their muscles are more vulnerable than a man's. 'I noticed it first in dancing," she said, "and many of my friends who ride complain of the same feeling. After a ride in the afternoon, the muscles of my legs seem to remain stiff all the evening, and dancing is the hardest kind or wark. My legs don't seem to act right at all, and I know I am not getting awkward. I used to be considered a pretty good dancer, but since I've been riding a bicycle, I'm no longer in it. The men don't ask me to dance like they used to when I divided waltzes into halves and quarters, and give up the wheel or be content to be-

#### Shot the Girl Who Took Her Husband

From Her. Atlanta, Ga., March 11.-A special from Jasper, Ga., to The Constitution says that Mrs. John Crow traveled yesterday from Pickens county to Cheraw to kill Mattie Rich. The latter had alienated John Crow's affections and he had deserted his wife and the little Crows. Mrs. Crow is a fine shot with a pistol, but the first time she attempted to fire at Miss Rich, the weapon snapped. The girl ran and Mrs. Crow shot her in the shoulder. Mrs. Crow is now hunting for her husband. The Rich girl will get well. The shooting occurred near the Creighton gold mine.

#### The Trial Against Scott to Proceed

Havana, March 11.-The judge of the court at Guanabacoa has ratified the action of the Spanish authorities in imprisoning Charles Scott, the American citizen who was arrested February 9th last, on the charge of having Cuban postage stamps in his possession. This means that the case will continue under the ordinary procedure until it is finally disposed of.

The Matanzas district court has suspended proceedings against Francisco and he will soon be released.

**DOUBLE DAILY** SERVICE

ATLANTA. CHARLOTTE, AUGUSTA ATHENS, NEW ORLEANS, AND

NEW YORK, BOSTON, RICHMOND, WASHINGTON, NOR-FOLK, PORTSMOUTH.

Schedule in Effect February 7, 1897.

WESTWARD. No. 41. No. 403 Lv. Wilmington ...... Lumberton ..... 5 26 pm ..... 6 12 pm|..... Maxton ..... Laurinburg ...... 6 23 pm | ..... Hamlet ..... 6 53 pm 7 13 pm 5 10 am Hamlet ........... Rockingham ..... 7 30 pm | 5 23 am Wadesboro ..... Marshville ..... 8 48 pm | 6 25 am Monroe ..... 9 12 pm 6 43 am Monroe ..... 9 35 pm 7 30 am 8 30 am Charlotte ...... 10 25 pm Mt. Holly..... 9 10 am Lincolnton ..... Shelby ..... 11 43 am | 8 40 am | Lv ..... Hamlet ..... Ar | 6 20 pm | 10 00 am | Ar ..... Cheraw ..... Lv | 5 00 pm EASTWARD. No. 38. No. 402. Rutherfordton ..... •4 35 pm ...... Ellenboro ..... Shelby ..... 6 03 pm Lincolnton ..... 7 00 pm Mt. Holly..... 50 pm •5 10 am Charlotte ..... 8 25 pm 5 58 am Monroe ..... 6 05 am ...... Marshville ..... 6 25 am 10 31 pm Wadesboro ..... 7 01 am 7 41 am 11 05 pm Rockingham ......

Hamlet ..... 55 am | 11 23 pm | 8 45 am Hamlet ...... . . . . . . . . . Laurinburg ...... 9 11 am NORTHWARD. 

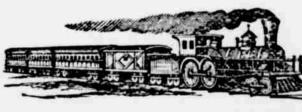
SOUTHWARD. 1 40 am 1 15 pm 3 45 am Ar. Atlanta (Cen. Time) 2 50 pm 5 20 an Daily. | Daily, except Sunday.

Both trains make immediate connec-tions at Atlanta for Montgomery, Mobile,

New Orleans, Texas, California, Mexico,

Chattanooga, Nashville, Memphis, Macon For Tickets, Sleepers, etc., apply to T. D. MEARES, Gen. Agt., Wilmington, N. C. B. A. NEWLAND, Gen. Agt. P. Dept. 6 Kimball House, Atlanta, Ga. F. JOHN, H. W. B. GLOVER, E. ST. JOHN, H. W. B. GLOVER, V. Pres and Gen. Mg. Traffic Mar V. E. McBEE, T. J. ANDERSON. Gen. Supt. Gen. Pass. General Offices, Portsmouth, Va. Gen. Pass. Agt.

WILMINGTON, NEWBERN & NOR FOLK RAILWAY CO.



IN EFFECT SUNDAY, MAY 17, 1896. Daily Except Sunday.

NOF	ND	ST	ATION.			UTI	
• 6	1   8			11	7	111	,
A M	PM		mington-	- P	M	PI	V
7 00	2 00	Lv. Wali	nut Street	.Ar 12	40		
7 00 9 50	2 10	Ar Jac	ksonville	Ar 12	30	12	2
11 00	3 58	Lv Jac	ksonville	Ar 10	42	10 :	Ż
11 58	4 30	Lv M	aysville .	Lv 10	09	9	l
12 30	4 44	Lv Pol	locksville	Lv 9		8	į
1 30	P M	Ar N	ewbern	Lv 9	20 M	8 (	)

Nos. 5 and 6 mixed trains. Nos. 7 and 8 passenger trains.

Trains 8 and 7 p. m. make connection with trains on A. & N. C. R. R. for Morehead City and Beaufort. Connection with steamer Neuse at Newbern to and from Elizabeth City and Nor-folk Monday, Wednesday and Friday. Steamer Geo. D. Purdy makes daily trips between Jacksonville and New River

points.

\*Monday, Wednesday and Friday.

|| Tuesday, Thursday and Saturday. Daily except Sunday.
H. A. WHITING,

General Manager. . W. MARTENIS Traffic Manager. my 22 tf

CAPE FEAR AND YADKIN VALLEY

RAILWAY CO.

JOHN GILL, Receiver.

CONDENSED SCHEDULE.

In Effect February 7th, 1897.

Bouth Bound Daily No 1.	MAIN LINE.	North Bound Daily No 1
4 35 pm 4 18 pm 4 12 pm 2 55 pm 12 43 pm 11 155 am 11 07 am 10 32 am 10 04 am	Ar Wilmington Lv Lv Fayetteville Lv Ar Fayetteville Lv Ar. Fayetteville Jun Lv Lv Sanford Lv Lv Climax Lv Lv Greensboro Ar Ar Greensboro Lv Lv Stokesdale Lv Lv Walnut Grove Lv Lv Rural Hall Lv Lv Mt. Airy Ar	11 00 a 1 11 21 a 1 11 27 p 1 1 00 p 1 2 55 p 1 3 25 p 1 4 23 p 1 4 25 p 1 5 26 p 1
Bouth Bound Daily No 1.	BENNETTSVILLE.	North Bound Daily No 4
5 36 p m 4 49 p m	Ar. BennettsvilleLv Lv MaxtonLv Lv Red SpringsLv Lv Hope MillsLv Lv FayettevilleAr	9 33 a r 10 02 a r

Meals.

Northbound connections at Fayetteville with Atlantic Coast Line for all points North and East, at Sanford with the Seaboard Air Line, at Greensboro with the Southern Railway company, at Walnut Cove with the Norfolk and Western railroad for Winston-Salem. Southbound connections at Walnut Cove with the Norfolk and Western rail-

road for Roanoke and points North and West, at Greensboro with Southern rail-way company for Raleigh, Richmond and all points North and East, at Fayetteville with the Atlantic Coast Line for all points South, at Maxton with the Seaboard Air Line for Charlotte, Atlanta and all points South and Southwest.

J. W. FRY.

W. E. KYL Gen'l Manager. Gen'l Pass Ager

## ATLANTIC COAST LINE.

Schedule in Effect February 8th, 1897. Departures from Wilmington:

NORTH BOUND.

DAILY No. 48—Passenger—Due Magnolia

S A. M. 10:59 a. m., Warsaw 11:11 a. m.,
Goldsboro 12:01 a. m., Wilson 12:46
p. m., Rocky Mount 1 20 p. m.,
Tarboro 2:50 p. m., Weldon 3:39 p
m., Petersburg 5:54 p. m., Richmond 6:50 p. m., Norfolk 6:65 p.
m., Washington 11:10 p. m., Baltimore 12:53 a. m., Philadelphia
3:46 a. m., New York 6:53 a. m.,
[Boston 3:00 p. m.

DAILY No. 40—Passenger—Due Magnolia
7 15 P. M. 8:55 p. m., Warsaw 9:10 p. m.,
Goldsboro 10:10 p. m., Wilson 11:00
p. m., (Tarboro 6:45 a. m., Rocky
Mount 11:55 p. m., Weldon 1:44 a.
m., [Norfolk 10:30 a. m., Petersburg 3:24 a. m., Richmond 4:20 a NORTH BOUND.

burg 3:24 a. m., Richmond 4:20 a. m., Washington 7:41 a. m., Baltimore 9: a. m., Philadelphia 11:25 a. m., New York 2:08 p. m., Boston 1:20 a. m.,

SOUTHBOUND. DAILY No. 55-Passenger-Due Lake 8 25 P. M. Waccamaw 4:32 p. m., Chad-bourn 5:04 p. m., Marion 6:06 p. m., Florence 6:45 p. m., Sumter 8:42 p. m., Columbia 10:05 p. m., Denmark 6:20 a. m., Augusta 8:00 a. m., Macon 11:00 a. m., Atlanta 12:15 p. m., Charleston 10:20 p. m., Savannah 12:50 a. m., Jacksonville 7:30 a. m., St. Augustine 10:5 a. m., Tampa 5:45 p. m.

ARRIVALS AT WILMINGTON-FROM THE NORTH. DAILY No. 49-Passenger-Leave Boston

M. |1:03 p. m., New York \*9:00 p in,.
Philadelphia 12:05 a. m., Balt:more 2:50 a. m., Washington 4:30
a. m., Richmond 9:06 a. m., Petersburg 10:00 a. m., Norfolk 8:40 a. m., Weidon 11:50 a. m., Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Wilson 2:12 p. m., Goldsboro 3:10 p. m., Warsaw 4:02 p. m., Magnolia 4:16 p. m. DAILY No. 41.—Passenger—Leave Boston

9:30 A. M. 12:00 night, New York 9:30 a. m.
Philadelphia 12:09 p. m., Baltimore
2:25 p. m., Washington 3:46 p. m.,
Richmond 7:30 p. m., Petersburg
8:12 p. m., |Norfolk 2:20 p., m
Weldon 9:43 p. m., |Tarboro 6:05 p
m., Rocky Mount 5:45 a. m., leav
Wilson 6:20 a. m., Goldsboro 7:03
a. m., Warsaw 7:53 a. m., Mag
nolia 8:06 a. m. FROM THE SOUTH.

DAILY No. 54-Passenger-Leave Tampa M. 9:25 a. m., Sanford 2:19 p. m.
Jacksonville 7:00 p. m., Savannah
12:45 night, Charleston 5:36 a. m.,
Columbia 5:50 a. m., Atlanta 7:15
a. m., Macon 9:00 a. m., Augusta
2:45 p. m., Denmark 4:55 p. m.
Sumter 6:45 a. m., Florence 8:55 a
m., Marion 9:34 a. m., Chadbourn 10:35 a. m., Lake Waccamaw 11:06 a. m.

maw 11:06 a. m. Daily except Sunday. Train on the Scotland Neck Branch road leaves Weldon 4:10 p. m., Halifax 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kinston 7:55 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Halifax at 11:20 a. m., Weldon 11:40 a. m., daily except Sunday daily except Sunday. Trains on Washington Branch leave rive Parmele 9:10 a. m. and 3:40 p. m., returning leave Parmele 10:10 a. m. and 6:30 p. m., arrive Washington 11:40 a. m. and 7:20 p. m. Daily except Sunday.
Trains leave Tarboro, N. C., daily, 5:30
p. m., arrives Plymouth 7:40 p. m. Returning leaves Plymouth daily, 7:50 a. m., arrives Tarboro 10:05 a. m. Train on Midland N. C. Branch leaves Goldsboro daily except Sunday, 7:10 a. m., arriving Smithfield 8:30 a. m. Returning leaves Smithfield 9:00 a. m.; arrives

at Goldsboro 10:25 a. m. Train on Nashville Branch leaves Rocky Mount at 4:30 p. m., arrives Nashville 5:00 p. m., Spring Hope 5:30 p. m. Returning leaves Spring Hope 8:00 a. m., Nashville 8:35 a. m., arrives at Rocky Mount 9:05 a. m., daily except Sunday. Train on Clinton Branch leaves Warsaw for Clinton daily, except Sunday, 11:15 a Returning leaves Clin m. and 4:10 p. m. ton 7:00 a. m. and 3:00 p. m. Florence Railroad leave Pee Dee 9:10 a.

m., arrive Latta 9:30 a. m., Dillon 9:42 a. m., Rowland 10:00 a. m., returning leaves Rowland 5:38 p. m., arrives Dillon 5:56 p. m., Latta 6:09 p. Pee Dee 6:30 p. m., Trains on Conway Branch leave Hub

8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:00 p. m., leave Conway 2:25 p. m., Chadbourn 5:20 p. m., arrive Hub 6:00 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:10 p. m., ar rive Lanes 7:48 p. m., leave Lanes 7:10 a m., Manning 9:05 a. m., arrive Sumter 9:3 Georgetown & Western Railroad leave

Lanes 9:30 a. m., 7:10 p. m., arrive George-town 12:00 m., 8:30 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrive Lanes 8:25 a. m., 5:25 p. m. Daily except Sunday. Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Darlington 9:28 a. m., Cheraw 10:40 a. m., Wadesboro 2:25 p. m. Leave Florence daily except Sunday 8:10 p. m., arrive Darlington 8:40 p. m., Hartsville 9:35 p. m., Bennettsville 9:36 p. m., Gibson 10:00 p. m. Leave Florence Sunday only 9:00 i. m., arrive Darlington 9:27 a. m., Hartsville 10:10 a. m.

Leave Gibson daily except Sunday 6:15 L. m., Bonnettsville 6:41 a. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:15 a. m., leave Darlington 7:45 a. m., arrive Florence 8:15 p. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:27 p. m., arrive Florence 6:55 p. m. Leave Hartsville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence 8:10 Wilson and Fayetteville Branch leave

Wilson 2:05 p. m., 11:16 p. m., arrive Selma 2:50 p. m., Smithfield 2:58 p. m., Dunn 3:35 Fayetteville 4:15 p. m., 1:10 a. m. Rowland 5:38 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:07 p. m., Smithfield 12:48 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 a. m.

Manchester & Augusta R. R. trains leave Sumter 4:30 a. m., Creston 5:22 a. m., arrive Denmark 6:20 a. m. Returning leave Denmark 4:55 p. m. Creston 5:47 leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Daily.

Pregnalls Branch train leaves Creston 5:45 a. m., arrives Pregnalls 9:15 a. m. Returning, leaves Prognalls 10:00 p. m., arrives Creston 8:50 p. m. Daily except

Sunday. Bishopville Branch trains leave Elliott 11:10 a. m., and 7:45 p. m., arrive Lucknow 1:00 p. m., and 8:45 p. m. Returning leave Lucknew 6:05 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and \$:30 p. m. Daily except Sunday. Daily except Sunday. \*Sunday only.

H. M. EMERSON,

Gen'l Passenger Agent.

J. R. KENLY, Gen'l Manager. T. M. EMERSON, Traffic Manager. The Clyde Steamship Co. TEW YORK, WILMINGTON, N. C., AND



From New York for Wilmington. S CROATAN .... Saturday, March 6th S S ONEIDA .... Saturday, March 13th

From Wilmington for New York. S S ONEIDA .... Saturday, March 6th S S CROATAN ... Saturday, March 13th

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